

POLARIS®



1994

What happens when an entire snow

At Polaris, it's never been enough to merely build good snowmobiles.

Our mission is to build industry standards. Almost four decades of innovation and continual refinement in engine technology, clutch design, brake systems, suspension, and overall durability go into every Polaris snowmobile.

Which has made today's Polaris Indy the sled against which others are judged. So when we decided to redesign our liquid-cooled twins, the toughest challenge was to better an already great machine.

You're looking at the result. For 1994, the Indy 440, the Indy 500 EFI and the Indy Classics will be sporting this brand-new design.

And though it may be hard to tear your eyes away from the sleek new look, you should know that we went far beyond a simple facelift.

These sleds are improved in every way. They're more comfortable. They handle better. They're more durable. They're easier to service. And their level of fit-and-finish is second to none.

In other words, they're our best ever. As you read through the pages to come, you'll realize that we did much more than create a new look.

Better yet, we created a whole new Indy.

The new design features a wrap-around headlight with 25% more power and reflectors that help you show up better on the trail.



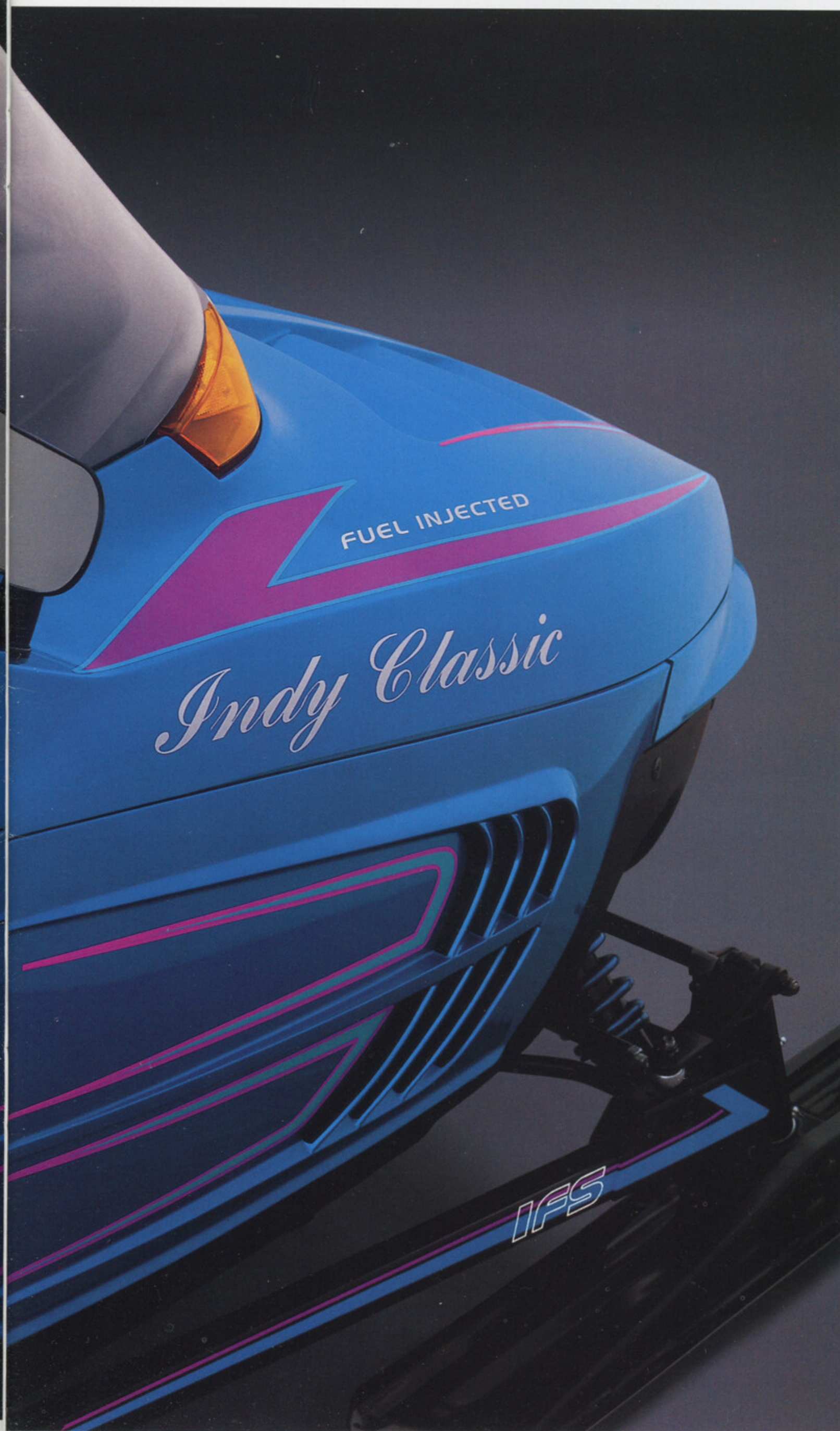
Automobile company goes full throttle.



You don't sit on



it. You slip it on.



After you've gotten an eyeful of the hot new lines of our newest Indys, there's only one thing left to do.

Try one on. Settle into the new one-piece seat, and you'll notice the automotive-style integration of the instrument pod and console.

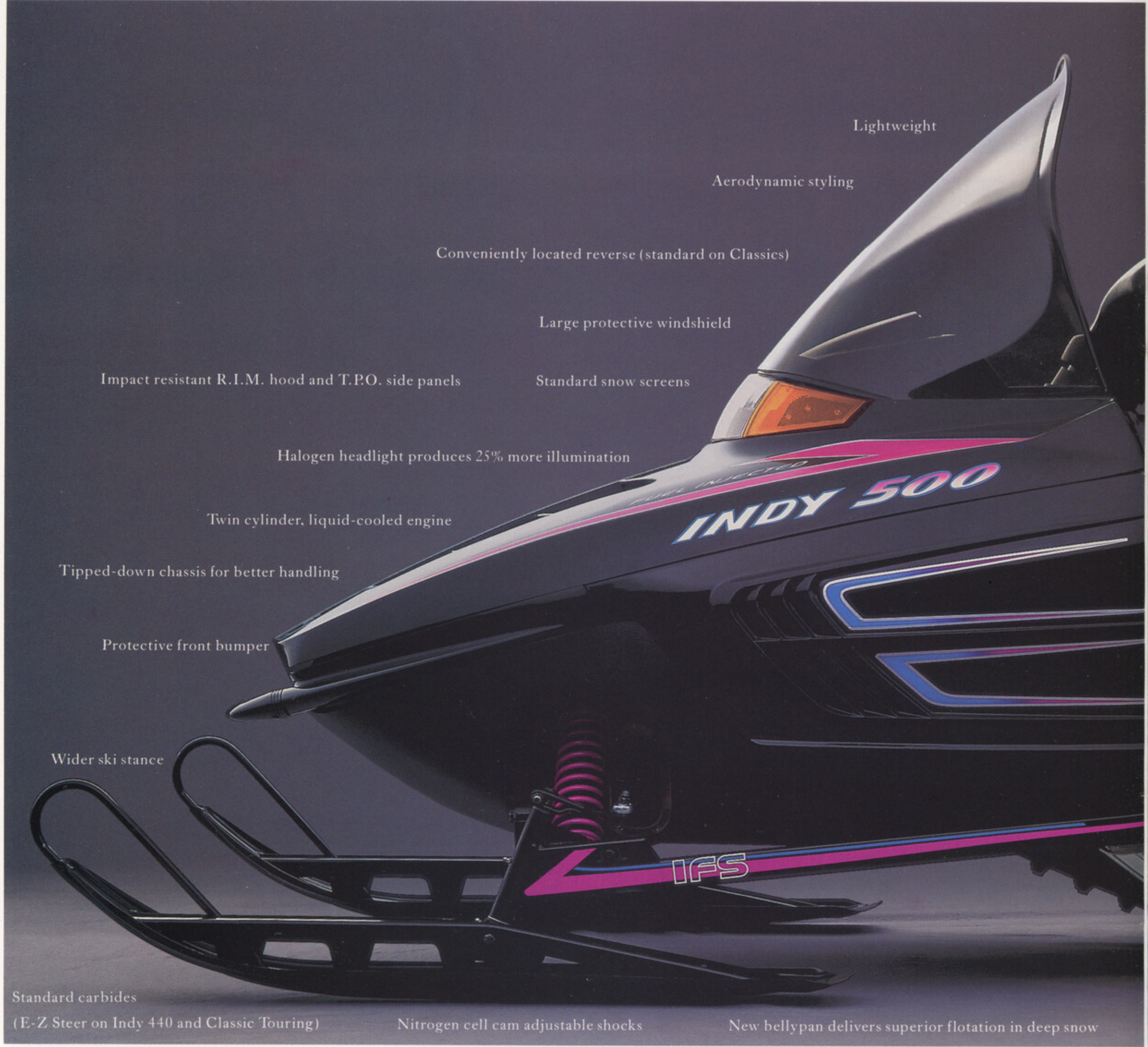
Very slick. The instruments are backlit. The switches for the hand and thumbwarmers are conveniently located on the new molded handlebar cover. These waterproof switches are also illuminated, so they're easily seen, even at night. Beyond that, you can tailor the riding position to fit like a glove.

The handlebar is adjustable, letting you find the position that best suits your riding style. Even the throttle and brake controls adjust to fit your hands.

Finally, the aerodynamic design of the new hood (which features snow ingestion screens) and windshield offers better protection from the elements. These may be the most comfortable snowmobiles ever built. Slip one on, at a Polaris dealer near you.



The new design features an integrated bumper that provides better protection and enhances the overall look of the machine.



Lightweight

Aerodynamic styling

Conveniently located reverse (standard on Classics)

Large protective windshield

Impact resistant R.I.M. hood and T.P.O. side panels

Standard snow screens

Halogen headlight produces 25% more illumination

Twin cylinder, liquid-cooled engine

Tipped-down chassis for better handling

Protective front bumper

Wider ski stance

Standard carbides

(E-Z Steer on Indy 440 and Classic Touring)

Nitrogen cell cam adjustable shocks

New bellypan delivers superior flotation in deep snow

Even the nuts and

The old saying goes, "Beauty is only skin deep."

With the new Indys, we decided to ignore that old adage, and design in a whole lot of beautiful things

underneath. The new bellypan makes for better flotation in deep snow, better overall handling, and is reinforced to protect the bulkhead.

The chassis itself is a tipped-

down design that provides more ski pressure and better weight transfer to the drive track under acceleration. Pop the hood, and you'll find more than a great liquid-cooled twin.

Backlit instruments

Adjustable throttle and brake controls

Ergonomically designed instrument pod and console

Molded handlebar cover with large illuminated rocker switches for hand and thumbwarmers

Higher handlebar for a more comfortable riding position

Easy-riding, slick-looking one-piece seat

Refined ITS rear suspension with 8" of travel



Industry leading IFS with up to 8" of travel

Electronic Fuel Injection (EFI) available on Indy 500 and Indy Classic Touring

bolts are beautiful.

We're talking serviceability here.

The tool box is right there where you need it. The belt can be changed without removing the side panels.

You can get to the battery without

removing the exhaust pipe. You can rejet (not on the EFIs, of course) without removing the rear console.

And you've got easy access to the oil and water bottles. One more thing.

Our new dual-bulb Halogen headlight that's 25% brighter than anything else in the business.

Which makes the new Indys even more beautiful on a long winter night.



FUEL INJECTED

Indy Classic

IFS

Indy Classic

Even though the Indy Classic with its Bahama Blue paint has a totally new look this year, that isn't the only news. The great ride delivered by the wide 40'' ski stance and Polaris Independent Front and Improved Transfer (ITS) rear suspension has been made even better with the addition of new nitrogen cell cam adjustable shocks. Reverse gear (conveniently located on the



handlebar cover), electric start, snow ingestion screens and an electric fuel gauge are also standard. Add that to the standard features you've come to expect from the Classic, like thumb and hand-warmers and rearview mirrors, and you've got nothing less than a Classic.



The Classic features integrated instrument pod and console, and a new molded handlebar cover.

Indy Classic Touring

If you're looking for the ultimate in two-up luxury, look no further than the Indy Classic Touring. For 1994, the Classic's 488cc liquid-cooled twin is fed by Electronic Fuel Injection (EFI). Also new are a wide 40'' ski stance, nitrogen cell cam adjustable shocks and snow skirts. Full instrumentation and warning lights, thumb and hand-warmers, rear-view mirrors,



reverse gear, electric start, E-Z Steer carbide ski runners, 10.7 gallon fuel tank and an electric fuel gauge are all standard. Your passenger will appreciate the extra long seat and multi-position backrest. Polaris Independent Front (IFS) and ITS rear suspensions and the 133.5'' track takes it all down the trail with the kind of comfort that only an Indy can deliver.



The Classic Touring's new dual bulb headlight is 25% brighter for increased visibility on the trail.



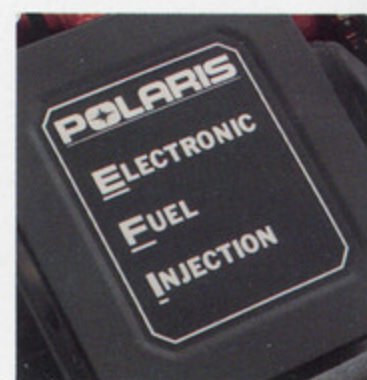
Indy 500 EFI/Indy 500 EFI SKS

The Indy 500 EFI greets 1994 with a whole new look, as well as a host of additional refinements. The 488cc liquid-cooled twin offers plenty of power on tap, while the Electronic Fuel Injection (EFI) delivers precise fuel metering at any altitude or temperature. It has a 40" ski stance (38" on SKS) and rides on Independent Front and Improved Transfer (ITS) rear suspension.



Both ends are improved this year with the rear suspension featuring new shocks and springs. The 500 also provides a full complement of gauges and indicator lights, and offers hand and thumbwarmers as well. Snow skirts and a new deep-lug track have been added to the SKS model, for even better performance in the powder.

Electronic Fuel Injection (EFI) gives you immediate throttle response and crisp performance.





Indy 440/Indy 440 SKS

The Indy 440 is one of the most popular machines on the snow, and with good reason. Few sleds can boast its combination of power, economy, handling, and light weight. And this year, with its all-new styling, the little red rocket is bound to attract even more attention. Nitrogen cell cam adjustable shocks on its Independent Front and Improved



Transfer (ITS) rear suspensions mean a great ride. Instrumentation includes speedometer and tach, tripmeter and indicator lights. For comfort, it's got standard hand and thumbwarmers. Finally, for deep powder riding, you've got the option of the SKS model, featuring snow skirts and a new deep lug 133.5" track.



Illuminated hand and thumbwarmers mean easier access while riding.

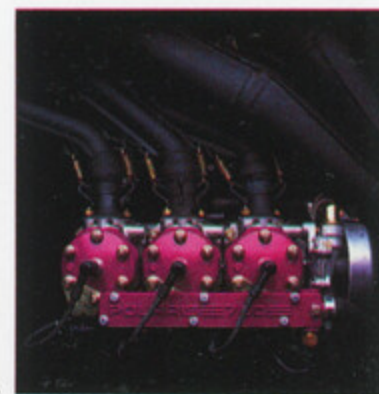


What a concept. Brutes with manners.

Indy Storm/Indy Storm SKS

Hang on tight. Because for 1994, the Indy Storm's black hood is covering 794cc of snow-shredding muscle. Aside from the extra 50cc, the Storm's engine compartment also features a new cylinder head combustion chamber shape and new pistons and porting. Of course, the Storm also sports a full array of gauges and indicator lights, and the comfort of hand and thumb-warmers. For you mountain

riders, the SKS model features a 133.5" deep-lug track with new snow skirts. And, of course, you've got the proven Independent Front and new XC-100 rear suspensions which make the Storm the smoothest-riding, best handling big sled you can find. Like we said, a brute with manners.



The Storm's new 794cc motor breathes its fire through a triple pipe exhaust system.



Indy RXL

Call it the Gentleman's Express. We took the Indy RXL and loaded it up with just about every creature comfort you could ever want. For '94, the RXL includes a 133.5" track with snow skirts, reverse gear, electric start, mirrors, hand-warmers, an electric fuel gauge, and a wide 40" ski stance. At the heart of the matter is the 648cc liquid-cooled triple



with Electronic Fuel Injection (EFI) for spot-on fuel delivery at any temperature or altitude. For fade-free stops, you've got the power of a liquid-cooled hydraulic disc brake. Add the Fox® gas shocks we've given the Independent Front and Improved Transfer (ITS) rear suspensions, and you've got the industry's definitive high-performance touring machine.



The RXL rides on premium Fox® Gas Shocks. Nothing gives you better performance on tough trails.



Indy XLT/Indy XLT Special/Indy XLT SKS



Last year, when we responded to market demand for a lightweight triple, the market responded right back. People snapped up Indy XLTs faster than our dealers could set them up. Little wonder. The XLT not only delivers legendary Indy handling, but has a power-to-weight ratio few sleds can match. For 1994, the XLT is available in three different versions:



The standard XLT. The XLT Special, with the wide 40" ski stance and Fox® gas shocks all the way around. And the XLT SKS with a 133.5" deep-lug track and snow skirts. All XLTs feature our new XC-100 rear suspension for improved handling, ride and deep snow usage. You could say a lot of good things about the XLT, but we think *Snow Goer* said it best: "Snowmobile Of The Year."



The XLT's triple features painted heads to greet the eye of anyone who asks to see what's under your hood.



Ever notice that the hottest fires
burn white?

Indy XCR

You're looking at the most dominant cross country racing sled in recent history. How dominant? Ask Jack Struthers, XCR pilot and the only man ever to win back-to-back I-500s. Or take a look at the I-500 top twenty for the past few years. If you weren't on an XCR, you weren't in the race. For '94, this Indy returns with its 432cc liquid-cooled twin 38mm carbs and Fox® gas shocks

damping its Independent Front Suspension (IFS) and new XC-100 rear suspension. New tweaks include a more comfortable and durable seat, larger fuel tank and higher handlebars for improved leverage.

You'll also no doubt notice the new, brilliant white color scheme. We figured the competition was

getting awfully tired of seeing red.



The Indy XCR comes standard with an adjustable torsion bar that improves all-around handling.



Indy Super Sport

Add more sport to the Indy Sport and what do you get? The new Indy Super Sport. The Super Sport is powered by our rugged fan-cooled 432cc engine, with some fine tuning to insure maximum performance. Fade-resistant nitrogen cell cam adjustable shocks on a 40" ski stance enhance the ride of the Independent Front and new XC-100 rear suspensions, and the carbide ski runners and torsion

bar make for great handling. The Super Sport also boasts a standard speedo, tach and indicator lights, plus hand and thumbwarmers for comfort on the trail. It's all wrapped up in a white hot paint scheme that has the Super Sport looking like the legendary XCR's little brother. In this case, the similarity was purely intentional.



Nitrogen cell cam adjustable shocks reduce fade and improve the ride.





Hang out with a legend this winter.



Indy Trail

Year after year, the Indy Trail continues to be one of our best-selling machines. Little wonder. With its high-performance 488cc fan-cooled engine and light weight, the Trail moves over the snow like a sled possessed. Its handling manners are legendary, thanks to its wide 40" ski stance, the 8" of travel delivered by its Independent Front Suspension (IFS) and the

Improved Transfer (ITS) rear suspension which takes care of things out back. The Trail also has a long list of standard features:

Hand and thumbwarmers.

Adjustable handlebars and carbide ski runners. A new Halogen headlight. 10.7 gallon gas tank. And a new, adjustable driven clutch.



Standard hand and thumb warmers take some of the bite out of winter's chill.



Indy Trail Deluxe

Good news. For 1994, the Indy Trail Deluxe gets more power, thanks to the addition of our 488cc fan-cooled twin. So now it's the equal of the Trail in every way, only stretched out to accommodate two people. To that end, you get a 133.5" track with snow skirts, a two-up seat with a multi-position adjustable back rest, and passenger footrests. For driver

comfort, a high windshield, hand and thumbwarmers are standard. So are reverse and electric start. And thanks to the new 40" ski stance and new E-Z Steer carbide ski runners, the Deluxe handles and steers better than ever. Speedometer and tripmeter are all standard of course, as are rear view mirrors. It all adds

up to luxury
built for two.



Accessory color-coordinated touring bags give you enough storage room for a day on the trail.



Indy WideTrak LX/Indy WideTrak GT

When the going gets tough, so does the Indy WideTrak LX. Its 20-inch-wide, 156-inch-long track, coupled to our powerful 488cc liquid-cooled twin, lets you laugh at deep powder. The high/low range transmission adds versatility, while its reverse gear lets you back out of tight spots. There's plenty of room for your equipment, too, with



the rear rack and under-seat storage.

Also standard is a tow hitch, hand and thumbwarmers, an adjustable handlebar, a two-up seat with backrest, speedometer and carbide ski runners. New for '94 is the WideTrak GT, which features a 20" x 141" track and our torque fan-cooled 488cc engine.



When we say the WideTrak is built for hauling, we mean it. Under-seat storage is standard.

Indy Sport/Indy Sport SKS

The Indy Sport greets 1994 with a new metallic black paint scheme and a load of new amenities. It has a higher handlebar, providing a more comfortable riding position, and a better-looking one-piece seat. Also standard are hand and thumbwarmers (option on SKS), a low oil light, and high beam indicator. With its fan-cooled 432cc engine, the Sport delivers an amazing



combination of power and economy. And of course, its Independent Front Suspension (IFS) gives it the handling and ride you'll get only from an Indy.

Also new for '94 is the Sport SKS, with snow skirts, Improved Transfer (ITS) rear suspension and a 133.5" track for superior flotation and two-up riding.



A two-up seat and back rest on the SKS lets you share your good times with a passenger.

How to get into snowmobiling without
donating your kidneys.



Indy Lite

The Indy Lite gets a new identity this year, thanks to an all-new black color scheme. Even so, it's still the lightest full-sized sled in the business to offer Independent Front Suspension (IFS). Combined with the long-travel Sport-style rear suspension, 121" track and 340 fan-cooled twin, the Lite has the ability to humble a lot of more expensive machines on the trail. Its 8 gallon gas tank



and chaincase style drivetrain lets the efficiency of the engine take you a long way between fill ups. Other full-sized sled features new this year include adjustable radius rods and a new brake. So don't think of the Indy Lite as an economy sled; it's an Indy that just happens to be a bargain. (Shown with accessory front bumper.)



The stability of Polaris Independent Front Suspension (IFS) lets you handle bumpy, twisting trails with ease.

Indy Lite Deluxe

If you'd like a few more creature comforts from an Indy Lite, check out the Indy Lite Deluxe. It takes the Independent Front and Sport-type rear suspensions and 340 fan-cooled engine from the Indy Lite, and adds a bit more. The Deluxe gets standard hand and thumbwarmers, electric start, E-Z Steer carbide skags, and a new low oil light. And aside



from being a delight to drive, the Deluxe's Porsche Red paint scheme will stand out in any crowd. A lot of companies claim to offer a lot of sled for the money, but they've still got a long way to go before they match this one. (Shown with accessory front bumper.)



The Indy Lite Deluxe comes standard with electric start.



Indy Lite GT

Like the Indy Lite, but need to go two-up? The Indy Lite GT is built to handle it. The long 133.5" track stretches out under a roomy two-up seat with a backrest and storage rack. Your passenger also gets raised footrests, while you'll appreciate the standard hand and thumbwarmers and tall windshield. Beyond that,

you've got the features that made the Indy Lite GT one of *Snow Goer's* top 10 sleds last year.

The peppy yet economical 340 fan-cooled twin. Legendary Polaris Independent Front Suspension (IFS). Long-travel Sport-type rear suspension. Isn't it nice to have enough room to share all this stuff?



The backrest makes a ride on your Indy Lite GT easy-chair comfortable for your passenger.



Indy StarLite/Indy StarLite GT

The Indy StarLite is proof that you can have big-time fun on a small-time budget. Throw it into a turn, or take a run through the ruts, and the StarLite's Independent Front Suspension (IFS) allows it to act like sleds costing thousands more. The Sport-style rear suspension cushions the jolts out back. The fan-cooled 250 is as reliable and economical as they



come, sipping fuel instead of gulping it.

If you want to share the fun with a friend, check out the StarLite GT. It offers a two-up seat and passenger footrests, as well as a standard rear storage rack, all riding on a 133.5" track. (StarLite shown with accessory front bumper.)



The StarLite GT's rear storage rack provides plenty of room for your gear.



Polaris WinterWear. Because blue lips are



never in style.



◀ Midweight leather Storm jacket by Hein Gericke™ shows them what you're made of. With snap-out liner, as shown below. Thinsulate™. Leather XLT jacket has snap-out vest. Bibs are midweight leather.



▲ In the Polartec™ 200 zip fleece pullover you're ready to spring to action or spring for the couch. Spandex cuffs, Supplex® nylon yoke. Warm-up pants have 3 zippered pockets.



◀ Free Style jacket for RXL and WideTrak. Very light, yet fireplace warm. Also, deluxe men's IndyTech bibs with waterproof Ultrex™.



◀ Women's IndyTech full-cut, dropseat bibs. Ultrex keeps you dry and comfortable.

► Women's and men's parkas have drawstring waist and hem to stop drafts. Supplex® nylon and Dazzle outer shell, Thinsulate™ Lite Loft fill.





◀ Men's "X" jackets look fast even when you stand still. Supplex® nylon and Dazzle outer shell, Thinsulate™ Lite Loft inner lining.

▶ Polartec™ unisex layerwear hugs the body. Fleece inside, smooth outside. 100% Dacron™ stretches every which way.



▲ Polartec™ 300 heavyweight fleece baseball jacket holds you until spring training. Channel quilted sleeves, snap closure.



▲ Polartec™ 200 plum crew neck with our seal of excellence along with zipped jacket. 100% Dacron.™



▶ We've got a jacket for everybody. Women's slimming Freestyle, women's Competition, men's Reflex, women's Competition, and men's Freestyle II with Polaris outline on sleeves. All in Supplex® nylon and Dazzle with Thinsulate™ fill for warmth without bulk.





▲ New women's Trimline jackets burn up the trail. Maybe the whole forest. Dipped front and drawstring waist follow your shape. Polartec™ inner collar keeps you toasty.

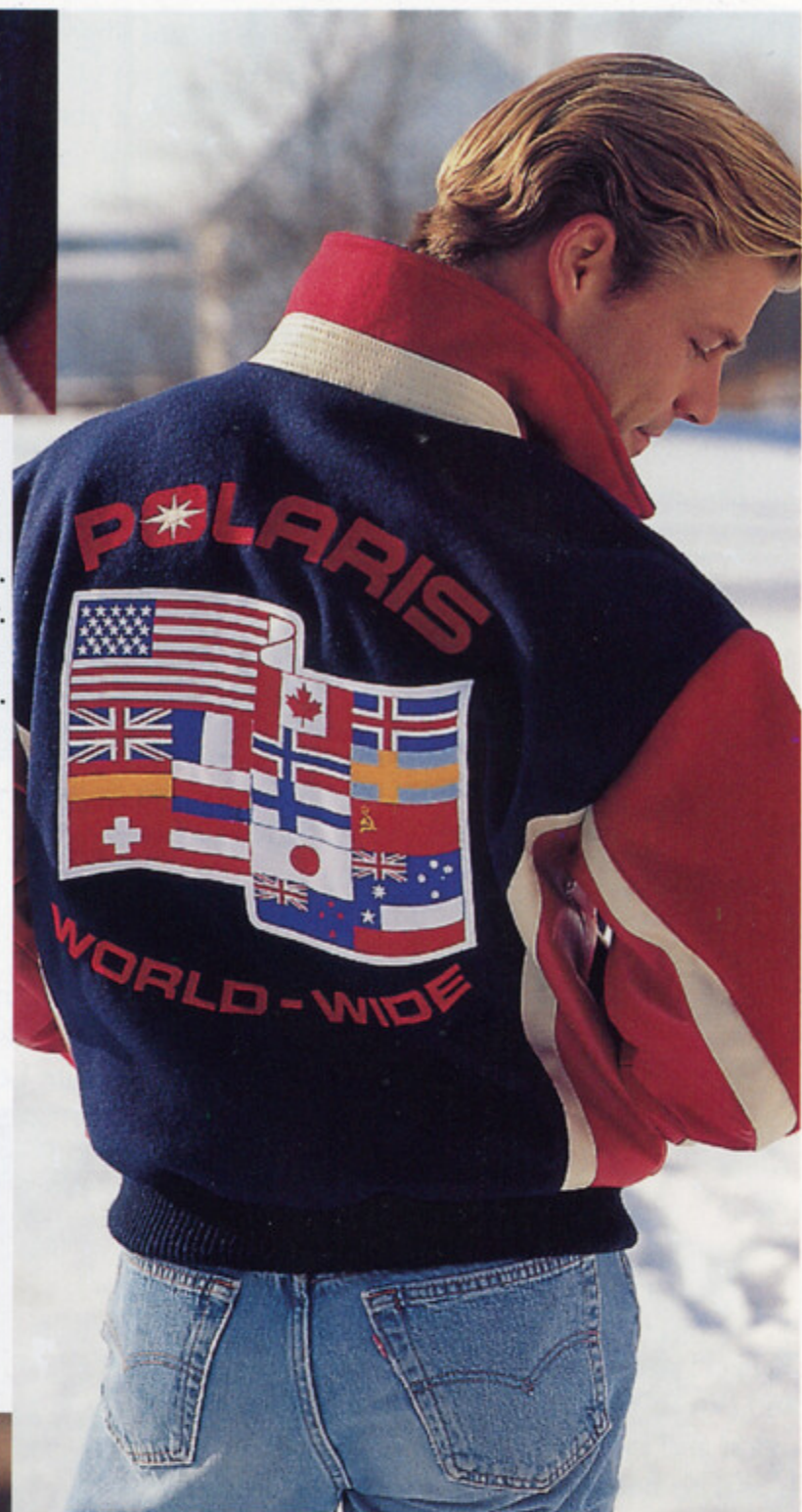
◀ Polaris self-inflatable flotation device fits snugly around your waist. It's there if you need it, out of the way until then.

▶ Stearns USCG type 3 flotation jacket helps you feel extra safe yet comfortable and stylish. Supplex® nylon shell.





► In the Polaris Worldwide jacket, they'll recognize you anywhere. Navy and red wool Melton cloth. Top grain leather. Globe embroidered on chest, flag on back.



▲ Men's Reflex jackets with red or aqua to match your sled. Reflective silver increases visibility on the trail. Or anywhere else you want to be seen. Also, our Premium Supplex® nylon bibs, insulated with Hollofil.



▲ Polaris embroidered turtlenecks are warm, but not *too* warm. 50/50 cotton/polyester blend.



► Gore-Tex® jackets guaranteed to keep you dry. Wind and water can't get in. Perspiration can still get out. Reflective inserts, shown below, increase visibility. Also, Gore-Tex bibs with Thinsulate™ Lite Loft.



► Mandarin turtlenecks with zippered front now in two new colors.





▲ Polaris jerseys give you the urge to jump right back on your sled. Extra long, so there's plenty to tuck in. Polyester/cotton blend, padded elbows.



▲ Heavyweight winters demand some heavyweight sweaters. Those with the embroidered Polaris seal are all cotton. Snowflake design is a comfy wool/acrylic blend. Bold, graphic Polaris look and Indy styles in long-wearing acrylic.

▼ Men's Competition jackets go with 500 EFI or Classic and Lite models. Supplex® nylon and Dazzle outer shell, Thinsulate™ Lite Loft fill.

▼ Feel warm, look cool. Girls' Freestyle jacket and boys' Competition jacket have Supplex® nylon and Dazzle shells. Also, nylon youth bibs with bottoms you can adjust as kids grow.



► Cool gear for warm weather. Western jacket with waterproof Ultrex™ shell and 40g Thinsulate™. Also, unlined, Ultrex shell pants keep all moisture out.

▼ The Polaris gloves, left to right. Nylon with sure-grip, in five colors. Gloves and mitts in leather/nylon. All-leather Sizzler mitts and gloves. Indy Competition glove, available in two styles. Gore-Tex® glove both breathable and waterproof. All-leather gauntlet glove with Kevlar.





◀ Midweight leather jackets and bibs by Hein Gericke. Indy II and Indy I with sharp, colorful design. Touring jacket with snap-out vest and Thinsulate.™ Or head out in all-black. Bibs to match, with blue accents or without.

▶ Knit stocking hats to match any machine.



Polartec™ stretch fleece balaclava in black or blue. Lightweight nylon balaclava in royal, black, red.



▲ Trimline kidney belt.



▲ AXO kidney belt.



▲ Polartec™ fleece neck gators in five colors.



▲ Polaris Indy embroidered knit watch cap.



▲ Extra-long knit facemasks in seven colors.



▲ Polartec™ head bands in five colors.



▲ Thermanx® stocking hat and pom hat help prevent static hair.

► Men's and women's Aggressor pants keep you dry and keep you moving. Padded back warmer, outer shell of Supplex® nylon and Ultrex™, 150g Thinsulate™. Men's has 3 secured patch pockets. Women's has braid belt to match any Trimline jacket.

Our premium Ice Rider boots by LaCrosse with 9mm wool liner.



Polaris leather pack boots.



New Polaris nylon high-top boots.



Lightweight Discovery boots with EVA countersoles.



Challenger boots lace up and have side zippers as well.



Polaris children's boots with top fur liner.





▲ Deluxe nylon helmet bag with sherpa lining.



▲ Gold and tint wedge dual lens shields. Smith Clear Dual lens goggles. Anti fog goggles. Openface shield.



▲ Dual side air intake with rear exhaust vents standard on select Wedge helmets.



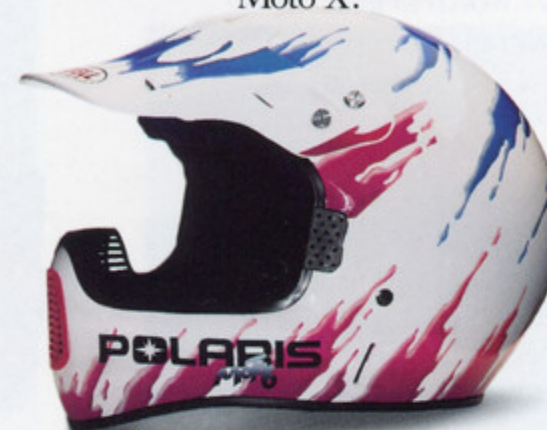
Moto X.



▲ Polaris No-Fog™ neoprene breath deflector. Heat reflection glove and sock liners. Smith No-Fog cloth for goggles. HG-2 leather cleaner, waterproofer and conditioner.



XCR/Super Sport.



Kevlar Moto 6 Snocross



Storm.



Mag LTD open face.

▼ New this year are our Kevlar Wedge I helmets. Made from state-of-the-art materials, they are Snell 90 approved and lightweight to reduce neck fatigue. Available in two unique styles.



XLT.



Competitor, with full face wedge.



Kevlar Wedge I.



Trail.



Indy 440.



Kevlar Wedge I.



RXL/Classic.



500 EFI.



Indy Trail Deluxe Teal nylon saddlebags and nylon backrest bag hold a day's worth of gear. Also available in Bahama Blue for the New Indy Classic Touring.



Polaris stickers come in two sizes and include "World's Greatest Recreational Vehicles" and "Made in USA." Available in black, white, blue, red and purple.



Polaris duffle bags come in a variety of shapes and sizes to handle your gear. Nylon helmet bag with sherpa also shown.



Color-coordinated ski skins and Holeshot skid plate add performance and a custom look to your Indy. Also available in black, red and pink.



Reverse gear kits make easy work of trailering and tight area turnarounds. Kit also available for 1994 liquid-cooled, twin cylinder Indys.



Accessory windshields are available in four styles (low, mid-height, standard, and tall).



Increase performance on your Indy with track studs and tunnel strips.



Communicator headset shown helps rider converse with passenger on the trails.



Low windshields add style and color to your machine. Available in red, black, white and smoke.

Washable Indy cover liner provides additional protection for your sled and prevents cover wear. Cover liner standard on Super covers.



Premium canvas cover protects your Polaris from the elements.

Indy XLT Super cover (also available for Storm) is made exclusively to match your Indy XLT.

Polaris low red Super cover fits most Indys with low windshields and is weatherproof and sun resistant.



Fox® premium gas shocks make your Indy ride smoother in the bumps.

Electric fuel gauge looks great and gives fuel readings at a glance.



New nylon tank bag has map holder and additional storage pouches built-in.



New nylon handlebar pouch provides extra storage in an easily accessible dual zipper bag.



Easy throttle kit gives thumbs the ability to ride all day.



Accessory rearview mirrors are spring-loaded for close calls in the woods and while trailering.



Cargo carrier and cargo carrier bags make gearing-up for work or long journeys more enjoyable.



Indy Classic Touring shown with accessory deluxe tank bag and rear saddlebags and backrest bag. Indy Classic clothing also appears in Clothing section of this Brochure.

Start your sled the easy way with accessory electric start kit.



Add an accessory 133.5" track to increase your Indys deep snow traction and flotation.



Aluminum skis give your Indy better handling and performance by reducing unsprung weight.



Accessory E-Z Steer skags improve steering in all snow conditions.

1994 SPECIFICATIONS	INDY STARLITE (STARLITE GT)	INDY LITE (LITE DELUXE)	INDY LITE GT	INDY SPORT (SPORT SKS)	INDY SUPER SPORT	INDY TRAIL (TRAIL DELUXE)
Est. Dry Weight (lbs./kg)	374/169.6 (406/184.2)	390/176.9 (410/186)	428/194.1	423/191.9 (462/209.6)	436/197.8	438/198.7 (492/223.2)
Height (in./cm)	44/111.8 (48/121.9)	44/111.8	48/121.9	44/111.8 (45/114.3)	38.5/97.8	44/111.8 (45/114.3)
Length (in./cm)	105/266.7 (115/292.1)	105/266.7	115/292.1	106.25/269.9 (113/287)	106.25/269.9	106.25/269.9 (113/287)
Width (in./cm)	42.5/108	42.5/108	42.5/108	43.5/110.5	45.5/115.6	45.5/115.6
Max. Ski Center Distance (in./cm)	37/94	37/94	37/94	38/96.5	40/101.6	40/101.6
Rated Fuel Capacity (U.S. gals./Imp./Liters)	8/6.7/30.3 Polaris recommends leaded regular, leaded premium and unleaded premium fuels (88 Octane minimum). Premium only on Indy Storm (SKS). Refer to the owner's manual/	8/6.7/30.3	8/6.7/30.3	10.7/8.9/40.5	10.7/8.9/40.5	10.7/8.9/40.5
Engine cc, Cooling, Cylinders	244 Fan-cooled Single	339 Fan-cooled Twin	339 Fan-cooled Twin	432 Fan-cooled Twin	432 Fan-cooled Twin	488 Fan-cooled Twin
Bore x Stroke (mm)	72 x 60	62.3 x 55.6	62.3 x 55.6	67.72 x 60	67.72 x 60	72 x 60
Carburetion	1-VM30SS Slide	2-VM30SS Slide	2-VM30SS Slide	2-VM34SS Slide	2-VM34SS Slide	2-VM34SS Slide
Lubrication	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
Ignition Type	CDI	CDI	CDI	CDI	CDI	CDI
Alternator Output	12V 150W	12V 150W	12V 150W	12V 200W	12V 200W	12V 200W
Brake Type	Mechanical Disc	Mechanical Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc
Track Width/Length, Inches	15 x 121 (15 x 133.5)	15 x 121	15 x 133.5	15 x 121 (15 x 133.5)	15 x 121	15 x 121 (15 x 133.5)
Front Suspension Type	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)
Torsion Bar	Optional	Optional	Optional	Optional	Standard	Standard
Front Shocks	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Nitrogen Cell, Cam Adjust	Nitrogen Cell (Hydraulic)
Max. Front Travel, Inches	7	7	7	7.25	8	8
Rear Suspension Type	Slide Rail	Slide Rail	Slide Rail	Slide Rail (ITS)	XC-100	ITS
Front Torque Arm Shock	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic	Hydraulic
Rear Torque Arm Shock	Hydraulic	Hydraulic	Hydraulic	Hydraulic (Nitrogen Cell)	Nitrogen Cell	Nitrogen Cell
Max. Rear Travel, Inches	6.5	6.5	6.5	6.5/8	8	8
Headlight Type	Incandescent	Incandescent	Incandescent	Incandescent	Incandescent	Halogen
Headlight, Watts	60 High/60 Low	60 High/60 Low	60 High/60 Low	60 High/60 Low	60 High/60 Low	60 High/60 Low
Reverse	Optional	Optional	Optional	Optional	Optional	Optional (Standard)
Electric Start	N/A	Optional (Standard)	Optional	Optional	Optional	Optional (Standard)
Speedometer/Tripmeter	Optional	Standard	Standard	Standard	Standard	Standard
Tachometer	N/A	N/A	N/A	Optional	Standard	Standard (Optional)
Hand Warmers	Optional	Optional (Standard)	Standard	Standard	Standard	Standard
Thumbwarmer	Optional	Optional (Standard)	Standard	Standard (Optional)	Standard	Standard
Electric Fuel Gauge	N/A	N/A	N/A	Optional	Optional	Optional
High Beam Indicator Light	N/A	N/A	N/A	Standard	Standard	Standard
Low Oil Indicator Light	Optional	Optional (Standard)	Standard	Standard	Standard	Standard
High Temperature Indicator Light	N/A	N/A	N/A	N/A	N/A	N/A
Carbide Ski Runners	Optional	Optional (Standard, E-Z Steer)	Optional	Optional	Standard	Standard (Standard, E-Z Steer)
Adjustable Handlebars	Standard	Standard	Standard	Standard	Standard	Standard
Tow Hitch	Optional (Standard)	Optional	Standard	Optional	Optional	Optional
Mirrors	Optional	Optional	Optional	Optional	Optional	Optional (Standard)
Front Bumper	Optional (Standard)	Optional	Standard	Standard	Standard	Standard
Storage Rack	Optional (Standard)	Optional	Standard	Optional	Optional	Optional
Backrest/2-Up Seat	N/A (Optional/Standard)	N/A	Standard	Optional (Standard)	Optional	Optional (Standard)
Easy Throttle System	N/A	N/A	N/A	Optional	Optional	Optional

Polaris reserves the right to change models and specifications at any time without incurring obligations.

INDY 440 (440 SKS)	INDY XCR	INDY WIDETRAK LX (WIDETRAK GT)	INDY CLASSIC (CLASSIC TOURING)	INDY 500 EFI (500 EFI SKS)	INDY XLT (SKS) (INDY XLT SPECIAL)	INDY RXL	INDY STORM (STORM SKS)
456/206.8 (470/213.2)	458/207.7	576/261.3 (523/237.2)	497/225.4 (510/231.3)	491/222.7 (505/229.1)	468/212.3 (478/216.8) (475/215.5 for Special)	547/248.1	550/249.5 (554/251.3)
46/116.8	38.5/97.8	49/129.5	46/116.8 (48/121.9)	46/116.8	44/111.8 (38.5/97.8 for Special)	44/111.8	38.5/97.8 (44/111.8)
107/271.8 (113/287)	106.25/269.9	128/325.1 (121.5/308.6)	107/271.8 (113/287)	107/271.8 (113/287)	106.25/269.9 (113/287 for SKS)	113/287	106.25/269.9 (113/287)
45.5/115.6 (43.5/110.5)	45.5/115.6	43.5/110.5	45.5/115.6	45.5/115.6 (43.5/110.5)	45.5/115.6 (43.5/110.5 for SKS)	45.5/115.6	45.5/115.6 (43.5/110.5)
40/101.6 (38/96.5)	40/101.6	38/96.5	40/101.6	40/101.6 (38/96.5)	40/101.6 (38/96.5 for SKS)	40/101.6	40/101.6 (38/96.5)
10.7/8.9/40.5 contact your Polaris dealer before using Ethanol.	10.7/8.9/40.5	10/8.3/37.8	10.7/8.9/40.5	10.7/8.9/40.5	10.7/8.9/40.5	10.7/8.9/40.5	10.7/8.9/40.5
432 Liquid-cooled Twin	432 Liquid-cooled Twin	488 Liquid-cooled Twin (488 Fan-cooled Twin)	488 Liquid-cooled Twin	488 Liquid-cooled Twin	579 Liquid-cooled Triple	648 Liquid-cooled Triple	794 Liquid-cooled Triple
6772/60	6772/60	72/60	72/60	72/60	64/60	6772/60	72/65
2-VM34SS Slide	2-VM38SS Slide	2-VM34SS Slide	2-VM38SS Slide (2-46mm Throttle Bodies)	2-46mm Throttle Bodies	3-VM34SS Slide	3-46mm Throttle Bodies	3-VM38SS Slide
Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection	Oil Injection
CDI	CDI	CDI	CDI	CDI	CDI	CDI	CDI
12V 200W	12V 200W	12V 200W	12V 200W (12V 250W)	12V 250W	12V 170W	12V 180W	12V 170W
Hydraulic Disc	Liquid-cooled Hydraulic Disc	Mechanical Disc	Hydraulic Disc	Hydraulic Disc	Hydraulic Disc	Liquid-cooled Hydraulic Disc	Liquid-cooled Hydraulic Disc
15 x 121 (15 x 133.5)	15 x 121	20 x 156 (20 x 141)	15 x 121 (15 x 133.5)	15 x 121 (15 x 133.5)	15 x 121 (15 x 133.5 for SKS)	15 x 133.5	15 x 121 (15 x 133.5)
Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)	Parallel Link Trailing Arm (IFS)
Standard	Standard, Adjustable	Optional	Standard	Standard	Standard	Standard	Standard
Nitrogen Cell, Cam Adjust	Gas Pressurized IFP	Hydraulic	Nitrogen Cell, Cam Adjust	Nitrogen Cell, Cam Adjust	Nitrogen Cell (Gas Pressurized IFP on Special)	Gas Pressurized IFP	Nitrogen Cell, Cam Adjust
8/7.25	8	7.25	8	8/7.25	8 (7.25 for SKS)	8	8/7.25
ITS	XC-100	Slide Rail	ITS	ITS	XC-100	ITS	XC-100
Hydraulic	Gas Pressurized IFP	Hydraulic	Hydraulic	Hydraulic	Hydraulic (Gas Pressurized IFP on Special)	Gas Pressurized IFP	Hydraulic
Nitrogen Cell	Gas Pressurized IFP	Dual Hydraulic	Nitrogen Cell	Nitrogen Cell	Nitrogen Cell (Gas Pressurized IFP on Special)	Gas Pressurized IFP	Nitrogen Cell
8	8	9 (7)	8	8	8	8	8
Halogen	Halogen	Halogen	Halogen	Halogen	Halogen	Halogen	Halogen
75 High/60 Low	60 High/55 Low	60 High/55 Low	75 High/60 Low	75 High/60 Low	60 High/55 Low	60 High/55 Low	60 High/55 Low
Optional	Optional	Standard	Standard	Optional	Optional	Standard	Optional
Optional	Optional	Optional	Standard	Optional	Optional	Standard	N/A
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard (Optional)	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	N/A	Standard
Optional	Optional	N/A	Standard	Optional	Optional	Standard	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Standard	Standard	Standard (N/A)	Standard	Standard	Standard	Standard	Standard
Standard (E-Z Steer on 440 non SKS)	Standard	Standard	Standard, E-Z Steer	Standard	Standard	Standard, E-Z Steer	Standard
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Optional	Standard	Optional	Optional	Optional	Optional	Optional
Optional	Optional	Optional	Standard	Optional	Optional	Standard	Optional
Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard
Optional	Optional	Standard	Optional	Optional	Optional	Optional	Optional
Optional	Optional	Standard	Optional (Standard)	Optional	Optional	Optional	Optional
Standard (Optional)	N/A	Optional	N/A	N/A	Optional	N/A	N/A

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